



MAG Hosts National Conference on Aging & Mobility

Someone turns 50 every seven seconds in the United States. Responding to transportation challenges caused by an aging population will be the focus of a National Conference on Aging & Mobility: *Senior Mobility in the 21st Century – What Can We Do to Prepare?* The conference will be hosted by the Maricopa Association of Governments March 25-27, 2002 at the Doubletree La Posada Resort in Scottsdale.

The conference was organized with the recognition that the transportation challenges associated with an aging population are common concerns for communities across the nation.

Sessions will cover diverse subjects in the areas of transportation planning and project design, land use, alternative transportation modes, and older driver competency.

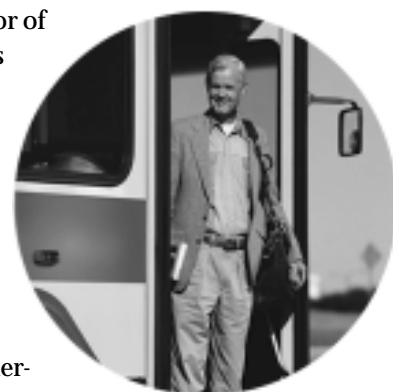


"The nation is poised on the brink of a dramatic increase in the number of senior Americans," said Claudia Walters, who led a group of elderly mobility stakeholders. "The implications of this coming 'age wave' are complex and far-reaching. One critical impact will be in the transportation arena. This conference is intended to mobilize representatives from local and regional governments,

transportation/transit agencies, and non-profit organizations – encouraging them to take a proactive approach to the coming age wave," she said.

During the three-day conference, more than 40 speakers from around the nation will highlight the state-of-the-art research, policies and programs addressing aging and mobility issues. Among the speakers will be Dr. Joseph

Coughlin, Director of the Massachusetts Institute of Technology Age Lab, who will provide an overview on the demographic picture of the coming age wave and travel characteristics of seniors.



"We need to herald a sense of emergency at this meeting," said Dr. Coughlin. "Transportation is an infrastructure that by its very nature takes years to put in place. The fastest-growing demographic in the United States is the aging baby boomer. Even if we start today, we won't see the benefits for 10 years, and the baby boomers will already be on top of us," he said.

Dr. Coughlin said the problem goes well beyond helping seniors get to the doctor's office or grocery store.

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Phoenix Mayor
Skip Rimsza

From the Chair

I have dedicated a lot of space in this column to the issue of regional governance. That's because it's an issue I care deeply about, both in my role as MAG chairman and as chair of the MAG Governance Task Force.


The Task Force spent more than four months studying the many complex issues involved in providing the best regional structure possible. On November 29, 2001 the Governance Task Force endorsed nine recommendations to bring forward to the MAG Regional Council.

These issues were discussed at length at the Regional Council Retreat January 11, 2002. Many of these issues would present significant change, and there was certainly some spirited discussion around difficult topics such as requiring the vote of a super majority of the Executive Committee members to overturn a policy committee recommendation. But in the end, some solid recommendations were made that will be

carried forward for further discussion at the Regional Council.

The specific recommendations are contained in other stories within this newsletter, so I would like to use this space to commend the Regional Council for taking some very significant steps to address concerns by those outside our organization to ensure that MAG is an accountable regional agency. By proposing to allow other stakeholders at the table, the MAG Regional Council is acting in great faith – demonstrating an understanding that regional partnerships must extend beyond MAG to ensure continued success in our region.

I believe these changes in MAG governance will be crucial as we move forward in our efforts to secure an extension of the half-cent sales tax known as the Regional Area Road Fund. I am encouraged by the results of a recent study showing that a solid 72 percent of Maricopa County voters would be willing to extend the current tax to pay for regional transportation investments. This support is crucial to our continued mobility in this region.

Finally, I want to reiterate that MAG is the appropriate agency to lead this charge. Local governments, which are closest to the people, are best prepared to make the right decisions for the citizens of this region. We have always had many voices at our table. Now, with even more broad-based participation, we have added the extra leaves necessary at that table to accommodate everyone with a stake in our regional prosperity. 

REGIONAL council members

- ◆ Mayor Skip Rimsza
Phoenix, *Chair*
- ◆ Mayor John Keegan
Peoria, *Vice-Chair*
- ◆ Mayor Jay Tibshraeny
Chandler, *Treasurer*
- Mayor Ron Drake
Avondale
- Mayor Dusty Hull
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- Mayor Edward C. Morgan
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- Vice Mayor Ralph Mozilo
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- Mayor Jose "Roy" Delgado
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- Mayor Sharon Morgan
Fountain Hills
- Mayor Chuck Turner
Gila Bend
- Governor Donald Antone
Gila River Indian Community
- Mayor Steve Berman
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- Mayor Elaine M. Scruggs
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- Mayor Margarita Cota
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- Mayor Daphne Green
Youngtown
- Dallas Gant and Joe Lane
Arizona Department of Transportation
- F. Rockne Arnett
Citizens Transportation
Oversight Committee
- ◆ Executive Committee Members



MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

Skip Rimsza
Mayor of Phoenix
Regional Council Chairman

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Editor

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Graphic Design



Voices from the Council

“Voices from the Council” is a new feature for MAGAZine designed to highlight thoughts, ideas and comments from MAG Regional Council members. The following voices were heard during the MAG Regional Council Retreat January 11, 2002.



Roc Arnett, State
Transportation
Board

“It has been an absolute delightful trip to share with you as friends – some of you are more friends than others – but I appreciate the time I have served on the Council.”
– *Roc Arnett, who is retiring from the State Transportation Board but will continue to sit on the MAG Regional Council in his new role as chair of the Citizens Transportation Oversight Committee.*

“(Our) goal was to attract the business community as an active participant in the transportation planning process. We want them to be vested, and let them see the good decisions made here... (Committee members) are the people who are doing the heavy lifting, and we need to really value the work done at that level.”

– *MAG Chair and Phoenix Mayor Skip Rimsza, in supporting the participation of the business community on an expanded MAG Executive Committee.*



MAG Chair and
Phoenix Mayor
Skip Rimsza



Tempe Mayor Neil
Giuliano

“I want the business community to be involved in that work. But the buck stops with us. Once you (give away your power) you can’t get it back, and you have empowered others on your behalf.”

– *Tempe Mayor Neil Giuliano, in expressing concern over requiring a super majority vote to overrule a policy committee’s recommendation.*

“I think it is ludicrous not to consider them as part of our metropolitan area. Why would you not want to include them? It is a contiguous metropolitan area. I invite you to come see my beautiful district.”

– *Maricopa County Supervisor Don Stapley, in voicing support for extending voting participation to local governments in the contiguous urbanized area, such as Apache Junction.*



Maricopa County
Supervisor Don
Stapley



Queen Creek Mayor
Wendy Feldman-Kerr

“We are getting money on their behalf (from the federal government). If we are getting that money and spending that money, they should be involved.”

– *Queen Creek Mayor Wendy Feldman-Kerr, also voicing support for extending voting participation.*

“It strengthens the local community to be able to tell a developer, ‘you are going to have impacts,’ and maybe find ways to mitigate those impacts so you don’t negatively impact the surrounding area.”

– *Mesa Mayor Keno Hawker, supporting a recommendation that MAG compile information and report on the impact of proposed significant developments on regional facilities.*



Mesa Mayor Keno
Hawker



Goodyear Mayor
Bill Arnold

“MAG needs to expand its involvement to include land use planning. Cities need to know how new development will impact our freeways, roads with regional significance and aviation air space. Air quality and mass transportation issues are major concerns for growing cities.”

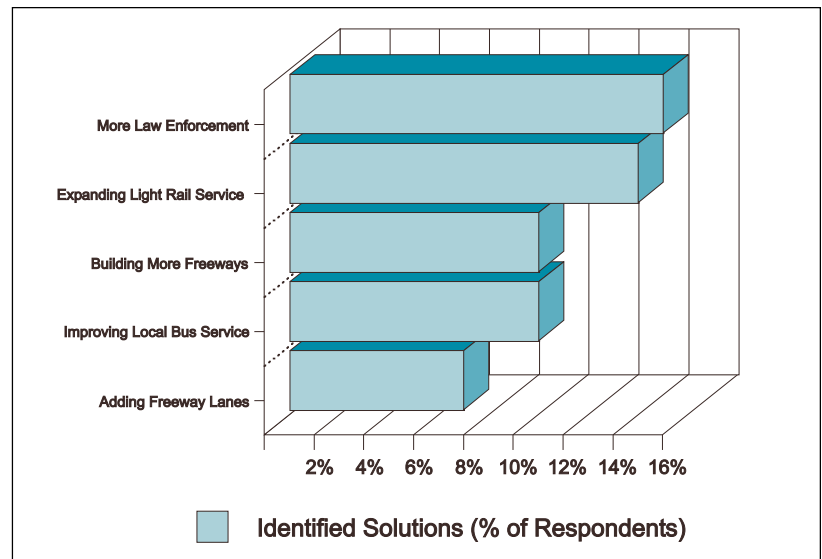
– *Goodyear Mayor Bill Arnold, also supporting the recommendation that there be a compilation and report of the impact of proposed significant developments on regional facilities for transportation, open space, wastewater and water, prior to the jurisdiction taking action on the development.*

Survey Shows Support for Extension of Regional Sales Tax

A survey of Maricopa County voters indicates that there is solid initial support for the extension of a regional sales tax to fund transportation and transit improvements.

The half-cent sales tax, known as the Regional Area Road Fund, was approved by Maricopa County voters in 1985. The fund, which has been used to pay for the construction of the regional freeway system and to provide a small amount of funding for public transit improvements, is set to expire in 2005. There are proposals to extend this tax another 20 years to continue to meet the transportation needs of our rapidly-growing region.

In a survey of more than 600 voters conducted on behalf of the Maricopa Association of Governments and Valley Metro,




WestGroup Research found that 72 percent of respondents initially favored the extension of the sales tax beyond 2005. The number of respondents favoring the extension grew to 79 percent when researchers provided additional information about projected increases in population and vehicle travel, which could double average commute times in the region unless additional transportation investments are made.

When asked, "What do you think is the single most important issue the Valley needs to deal with in the next five years?" 23 percent of respondents cited public transportation/mass transit, while 18 percent identified traffic congestion as their top concern.

When asked to identify solutions to address the problems, responses included a number of options, including more law enforcement (15%); expanding light rail services throughout the county (14%); building more freeways (10%); improving local bus service throughout the

county (10%); and adding more lanes to the freeways within Maricopa County (7%).

In addition to the telephone survey, five focus groups were also conducted by WestGroup as part of its public opinion research. The focus groups identified uncontrolled growth, public transit, traffic congestion and commute times as among their top issues. The focus groups indicated they were alarmed at the speed and magnitude of growth, and expressed concern that transportation was too far behind the curve. WestGroup reported that the focus groups overall also indicated strong support for extending the tax.

MAG Chairman Skip Rimsza says the initial survey results are encouraging. "If we fail to act, every single person in this region will experience a decrease in their quality of life due to the increased congestion. The results seem to indicate that citizens of this region recognize the importance of funding our continued transportation needs," he said. 

MAG Milestone



Dennis Smith, Assistant Director, is presented with a cake honoring his 25 years of service with the Maricopa Association of Governments.

MAG's Longest-Tenured Employee Retires at Age 80

Staff members said a reluctant good-bye in December to MAG's longest-serving employee.

Clyde Hahn, a decision support analyst, announced his retirement after suffering medical problems. Hahn, who turned 81 on January 17, has been working for MAG virtually since its inception. Hahn started his career in transportation in 1970 when he began working for the Valley Area Traffic and Transportation Study (VATTS), which had been incorporated into MAG in 1967.


It was only a year ago that Hahn was profiled in *MAGAZine*, during which he discussed how much technology had changed during his three decades at MAG.

"I started out 30 years ago with just a slide rule and a calculator," said Hahn. "In those days, computer modeling consisted of key punch cards that were sent to the Arizona Department of Transportation for processing on a giant mainframe computer."

Hahn worked with three different modeling packages during his tenure at MAG, and at the time of his retirement worked on EMME/2, one of the world's most sophisticated computer modeling programs.

Hahn was born in Twin Falls, Idaho in 1921. In 1941, he joined the Air Force, and during WWII, he flew cargo and wounded soldiers from India to

China. Known as "flying the hump" due to the flight path over the Himalayas, these were particularly dangerous missions because of the rough and unpredictable weather. Hahn learned to fly 31 different planes while in the Air Force, citing his two favorites as the P-38 and P-51. Hahn also served as an instructor in nuclear weapons for the Air Force.

Hahn expects to spend his retirement relaxing with his wife of 17 years, Eva, and working on their joint hobby of tracing the family genealogy. Tracing the current generation is challenging enough. Hahn has two children, Richard and Ann, from his first marriage, five grandchildren, and 17 great-grandchildren. Eva has six children by her first marriage, 20 grandchildren and six great-grandchildren. 



Caricature artist Gary Drysdale sketched this portrait of Clyde during the staff retreat in December.



MAG Kicks Off Annual Homeless Planning Process

The MAG Continuum of Care Regional Committee on Homelessness kicked off its third annual regional planning process in January, with a luncheon attended by local and national experts on issues of homelessness.

Planning activities addressed at the luncheon included the 2002 grant application process for Homeless Continuum of Care funding from the U.S. Department of Housing and Urban Development (HUD).

"Continuum of Care grants are used in our region for transitional and permanent housing, as well as services for children, families, victims of domestic violence, those with mental health and substance abuse problems, and people with HIV/AIDS," said MAG Human Services Program Manager Suzanne Quigley.

Quigley said that because the causes of homelessness are complex, there will be seven focus groups convened to focus on a variety of causes, including behavioral health, domestic violence, youth, institutional release, veterans, elderly and affordable housing. The groups will research best practices and develop recommendations for a comprehensive regional homeless plan to be published by fall 2002.

Other activities by the committee will include implementation of a Homeless Management Information System by 2004. The system is a computerized data collection tool that will capture systemwide information about the characteristics and service needs of men, women and children experiencing homelessness. The accurate data is expected to help homeless individuals and families receive more efficient access to homeless services.

MAG Regional Council Endorses Governance Concepts

The MAG Regional Council has voted to support a series of recommendations that will change the structure of the Maricopa Association of Governments and allow for more participation from the business community and other stakeholders.



The nine recommendations, which were endorsed during the MAG Regional Council Retreat in January, are in the form of broad concepts that will be further defined and voted on at future MAG Regional Council meetings.

The recommended enhancements were brought forward to the Council by the MAG Governance Task Force, which was convened in June to study issues of regional governance and to pursue ways to further engage MAG in the community. The recommendations also received comments from city managers during the MAG Management Committee Retreat in November. Those comments were additionally considered by the Regional Council.

The nine concepts endorsed by the Council include:

- That MAG delegate more responsibility and authority to an expanded Executive Committee, comprised of members from the MAG Regional Council.
 - A super majority would be required at the Executive Committee to overrule a policy committee's recommendation. In the event there is no super majority, but a simple majority, the decision would be forwarded to the full Regional Council.
 - That MAG expand the business and other stakeholder representation on all of the MAG technical and advisory committees.
 - That MAG hold Town Hall meetings, with a specific identified invitation list, that will advise the Regional Council on goals.
 - That the Regional Council consider whether it wants to extend voting participation to local governments in the contiguous urbanized area.
 - That there be a compilation and report of the impact of proposed significant developments on the regional facilities for transportation, open space, wastewater and water, prior to the jurisdiction taking action on the development.
 - That data compiled on developments of significance would be integrated into the MAG Transportation Improvement Program and Long Range Transportation Plan, and the MAG 208 approval processes, where there is an action going forward to the Regional Council. *(Editor's note: MAG develops an areawide water quality management plan in response to Section 208 of the Water Pollution Control Act of 1972. The plan is approved by the MAG Regional Council and includes wastewater treatment facilities within the region.)*
 - That MAG integrate local and regional transit planning into the regional transportation system planning effort in cooperation with Valley Metro.
 - That after these recommendations are accepted, council members look at re-branding MAG.
- "We are revitalizing this organization and moving forward," stated Litchfield Park Mayor J. Woodfin "Woody" Thomas, who served on the MAG Governance Task Force. "We need to show that we are serious about changing how we do business."
- Phoenix Mayor Skip Rimsza, who chaired the Governance Task Force, said it's time for MAG to change. "We need to show we are evolving to meet the needs of the community," said Rimsza.
- "We should be very proud of what we have built over the last 20 years, but we are moving forward and need to make these changes," he said. 

MAG Safety Teams Focus on Identifying Regional Needs

Every year, more than 40,000 people die and another three million are injured in motor vehicle accidents. A large percentage of these fatalities are children and teenagers, robbing our society of individuals who otherwise would have had many years of productive life.



If rates remain unchanged, more than 400,000 people will die on our roadways in the next ten years. While the human consequences are unacceptable, the economic consequences are unaffordable: Experts estimate the cost of auto accidents to be about \$1.5 trillion dollars each decade.

The Maricopa Association of Governments agrees with many other transportation experts – the carnage is unnecessary. MAG has incorporated safety planning into its work program, and in November the MAG Transportation Safety Stakeholders Group began its work in earnest with the formation of three safety teams. The three teams consist of a Roadway Safety Team; an Enforcement/Education/Emergency (EEE) Safety Team; and a

Pedestrian/Bicycle Safety Team. A fourth area involving the safety of senior drivers will be addressed in meetings of elderly mobility stakeholders.

“The MAG safety teams have begun the process of identifying regional transportation safety needs and will soon develop strategies to address these issues,” said Dr. Sarath Joshua, Intelligent Transportation Systems and safety program manager for MAG. “Our ultimate goal is to make safety a core element in identifying and selecting transportation projects in the region,” he said.

A survey of MAG member agencies turned up a number of safety concerns, such as overall collision/fatality rates; speeding; red light running; aggressive and impaired driving; congestion; commercial vehicle safety; multi-use path crossings on arterial streets; school zone safety; bicycle/pedestrian safety; and more. Potential solutions identified by the agencies included such recommendations as investing funds in infrastructure; driver education and testing; improving work zone safety; correcting roadway deficiencies; increasing public awareness; improving incident response times; and better coordination of efforts between agencies.

“Once comprehensive strategies have been mapped out, we will need to look at integrating safety into planning processes and




One goal of the safety teams is to reduce tragic auto accidents.

ultimately into transportation plans,” said Dr. Joshua. “Once our safety teams have refined the list of needs and generated goals and strategies, we will develop an action plan for each of the three issue areas. We hope to have these action plans completed by this summer, so that we can begin incorporating recommendations into MAG’s Regional Transportation Plan,” he said.

Every year, more than 40,000 people die and another 3 million are injured in motor vehicle accidents.

As more regions around the country begin to look at safety-conscious planning as a critical component of transportation programs, Dr. Joshua believes that combined efforts nationwide can reduce the tragic toll of motor vehicle crashes.

“So many lives are impacted by the thousands of deaths recorded each month in this country due to auto accidents,” he said. “And even though the record has improved over the past 30 years, it’s time we made more than modest progress in reducing the horrific numbers that we have come to take for granted in our nation.” 

MAG Helps Member Agencies Get Connected

Six Valley communities now have their own lanes on the information highway – thanks to the help of the Maricopa Association of Governments.



The MAG Regional Connections project was created to help member agencies become active participants in the on-line community – after a survey found that many communities lacked the Information Technology resources to set up and maintain an Internet connection, e-mail or Web site.

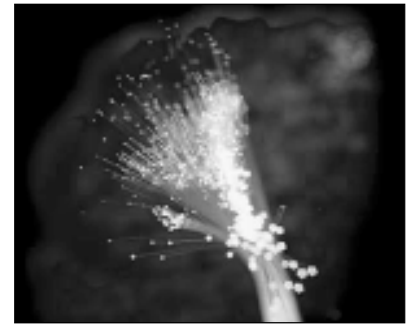
The project provided the communities of Buckeye, El Mirage, Gila Bend, Guadalupe, Tolleson and Youngtown with the following equipment as needed: two personal computers, one ink jet printer, equipment to hook up to the Internet, cabling, five e-mail addresses, a domain name, a Web site, and three years of Internet service.

“The Internet connection has given us, like everybody else, just an enormous amount of resources and capabilities,” said El Mirage City Manager Stuart Brackney. “I really think it’s taken El Mirage from about the 1940s to the 1990s.”

Brackney said the e-mail connection El Mirage obtained from MAG has enabled the city to do extensive communication not

only with customers but with other municipalities and government entities. In addition, he’s looking forward to soon using the video-conferencing system also installed by MAG.

“This is a godsend to a small community such as ourselves,



which is not only behind technologically speaking, but fiscally strapped,” he said. “This whole concept has helped us enormously to do what all of us have to do: communicate better.”

Nearby Youngtown has also benefited from the project. It received a five-system Local Area Network as part of Regional Connections, which the town is expanding to include additional systems.

The Town of Guadalupe reports that it has made major progress using the leg-up provided by Regional Connections, recently becoming the first Regional Connections community to install its own e-mail server and provide e-mail to all staff.

Both Buckeye and Tolleson have expanded their e-mail server to accommodate 25 addresses, while Gila Bend, a latecomer to the project, is already undertaking a major revision to its Web site.

Residents can check out the Web sites for the above communities at the addresses listed below.

www.buckeyeaz.org
www.cityofelmirage.org
www.gilabendaz.org
www.guadalupeaz.org
www.tollesonaz.org
www.youngtownaz.org

MAG Moment



During the lunch break at the staff retreat last December, staff members Roger Roy, Kristina Rivera and Melissa Carrao try to follow bandana folding instructions, but someone replaced the bandanas with bananas instead.

MAG Plan to Reduce Dust Approved by the EPA

A plan written by the Maricopa Association of Governments to reduce particulate matter in the region has been approved by the U.S. Environmental Protection Agency. The plan, designed to bring the Valley's air quality into attainment with federal standards, is the first urban "Serious Area" particulate plan in the nation to be approved by the federal agency.

The Phoenix metropolitan area is currently classified as a "Serious Area" for being in "nonattainment" for both the 24-hour and annual health-based particulate matter standards.

"Clean air is everyone's goal and this plan is proof of how federal, state and local partnerships can work together to solve health problems," said EPA Administrator Christie Whitman. "The Phoenix area is making great strides in reducing airborne particulates and EPA looks forward to working with the community as we continue those efforts to ensure that this new plan cuts air pollution, improves public health for asthmatics, children and other sensitive individuals, and helps to bring cleaner air to the Phoenix area."

The primary cause of particulate pollution in the Phoenix area comes from windblown dust from construction sites, road building activities, agricultural fields, unpaved parking lots and roads, disturbed vacant lots, and from paved roads where settled dust is stirred up by vehicles.

Under this compliance-based plan, the region must implement control measures for all significant sources of airborne particulates, such as paving, gravel, or stabilizing the surface with water or other dust suppressants.

Farmers will apply best management practices to reduce fugitive dust from agricultural fields, and \$16.5 million of federal highway funds will be available to reduce fugitive dust from both paved and unpaved roads.

"The success of this plan wouldn't have been possible without the many significant commitments made by our member agencies," said MAG Environmental Manager Lindy Bauer. "Measures taken by cities include purchasing dust-reducing street sweepers and paving dirt roads, vacant lots, shoulders and parking lots, while Maricopa County agreed to significantly crack down on violators failing to observe dust-control rules," she said.

The plan was developed in cooperation with the County's Environmental Services Department and the Arizona Department of Environmental Quality.


"Once again, Arizona proves itself to be a national leader in developing controls that will achieve healthful air quality," said Arizona Governor Jane Hull during a January luncheon in which the federal approval was announced. "I am grateful that Administrator Whitman came here personally to acknowledge our commitment and hard work, which would not have been possible without the



leadership, investment and sacrifice of our farmers, the business community, and all levels of government," said Hull.

Health experts believe that small particles can affect breathing, aggravate existing respiratory and cardiovascular disease, alter the body's defense systems against foreign materials, and damage sensitive lung tissue, contributing to cancer and premature death. The elderly, children, and people with chronic lung disease, influenza, and asthma are especially sensitive to high levels of particulate matter.

The Clean Air Act requires the EPA to set national health standards for pollutants that threaten public health and the environment. When an area violates a health-based standard, the Clean Air Act requires that the area be designated as nonattainment for that pollutant. Arizona was required to develop a plan to reduce particulate matter in the Phoenix area to healthy levels.

The plan, signed on January 14, is designed to bring Phoenix air quality into attainment with federal standards by December 31, 2006. The Phoenix area has already met the health-based standards for 1-hour ozone and carbon monoxide. 

Meet MAG: Video Introduces MAG to Public

You won't find it at Blockbuster, but a soon-to-be-released video may help viewers gain a better understanding of the Maricopa Association of Governments, its roles and responsibilities, and its ultimate mission of regional cooperation.

The ten-minute video provides a visual overview of MAG, including a narrative that uses easy-to-understand language to describe each of MAG's core emphasis areas. The tape looks at MAG's role in transportation, air quality, regional development, human services, information/technology, and public involvement.

The video includes interviews with five Regional Council members – Valley mayors who help explain MAG's many responsibilities. The interviews were taped on location to better communicate that MAG is a regional agency that represents cities in every corner of the Valley.

In the video, comments by MAG Chairman Skip Rimsza focus on the importance of providing seamless services across jurisdictional boundaries.

"In fact, the customers, the citizens of the Valley, really don't differentiate when they cross a city's line," he says while framed in front of a panoramic view of downtown Phoenix. "By us planning together as a group of



Phoenix Mayor Skip Rimsza prepares for his video segment.

communities, we're better off in delivering the product our customers want, which is a seamless community."

Mayor Wendy Feldman-Kerr, interviewed on her Queen Creek ranch, talks about the importance of protecting open space, while Mayor Keno Hawker is shown at Williams Gateway Airport discussing the value of planning for all types of transportation.

"Our transportation approach is based around a 'multimodal' transportation system," Hawker explains on the tape. "By multimodal, I mean cars, buses, light rail, bicycles, pedestrian, even aviation uses."


The Peoria City Complex forms the backdrop for Peoria Mayor John Keegan, whose comments focus on air quality.



"We drive 70 million miles a day in the metropolitan area," he says. "That puts a thousand tons of pollution into the air every single day."

MAG Communications Manager Kelly Taft says the video is designed for a wide audience, from member agencies generally familiar with the organization to members of the general public who may never have heard of MAG.

"Because of the complexity of our responsibilities, it isn't always easy explaining who we are and what we do at MAG," she said. "Video is a medium most everyone is comfortable with, and the tape will help us tell our story more comprehensively than we can with just a fact sheet. We hope viewers will walk away after ten minutes with a general understanding of our responsibilities and the important regional role we play," she said.

The video will be used at various meetings, group presentations and special events, as well as for orientation of new Regional Council members and staff. 



Queen Creek Mayor Wendy Feldman-Kerr talks about protecting open space while on location at her Queen Creek ranch.

Aging and Mobility Conference *Cont. from page 1*

“Seniors will find a way to make those priority trips,” he explained. “But the trips that really keep them happy and healthy – getting a haircut when they need it, visiting friends, going out to eat, window shopping – it’s that personal independence of going where you want, when you want, how you want that makes transportation so important to keeping seniors healthy,” he said.

Dr. Coughlin said seniors instead find themselves marooned in the American Dream, isolated in suburban homes when they no longer feel comfortable driving.

“Indications suggest strongly that as seniors choose to limit their ability to get out, they suffer depression that can spiral down to physical illness as well,” he said.

Dr. Coughlin said he would like to see the issue addressed on three levels, including developing “smart car” technology that will enable seniors to drive longer while at the same time making transit systems more efficient; rethinking the definition of “mass transit” to include smaller, neighborhood vehicles; and encouraging individuals to take personal responsibility for planning for their lifelong mobility.

Another featured speaker at the conference will be Yale University

Professor Richard Marottoli, who chairs the Transportation Research Board Committee on the Safe Mobility of Older Persons. Dr. Marottoli will discuss national perspectives for improving elderly mobility and safety.

“As the population ages, more people will be faced with the decision of when to limit or stop driving and how to meet their transportation and mobility needs when they do,” he said. “The challenge to individuals and to society is how to make this transition as seamless as possible, while maintaining safety, autonomy, mobility, and activity levels as much as possible.”

Other speakers will address design considerations, education and training, and alternative transportation options such as bicycling, walking and transit options.


Through the conference and other activities, MAG is leading a national call for action on elderly mobility. MAG has challenged Metropolitan Planning Organizations around the United States to make elderly



mobility a critical planning issue. A main focus of the conference will be to develop a national legislative agenda on aging and mobility issues for the reauthorization of the Transportation Equity Act of the 21st Century, the nation’s guiding transportation law.

In the meantime, MAG has developed its own Regional Action Plan on Aging & Mobility. The plan contains 25 recommendations for improving mobility for seniors, focusing on four key areas: infrastructure and land use improvements; alternative transportation modes; older

As seniors choose to limit their ability to get out, they suffer depression that can spiral down to physical illness as well.

driver competency; and education and training. These recommendations will be presented as a potential regional model during the conference. 

For more information on the conference or to register, please contact Brande Mead at (602) 254-6300, or visit the MAG Web site: www.mag.maricopa.gov/mobility/index.htm



EVENTS
CalendarMEETING
TimesSPRING
2002

February	March	April
6th 10:00 AM, Intelligent Transportation Systems Committee 7th 9:00 AM, Phoenix Airspace Users Working Group 12th 1:30 PM, Street Committee 13th 12:00 PM, Management Committee 14th 1:30 PM, Air Quality Technical Advisory Committee 19th 10:00 AM, Population Technical Advisory Committee 19th 1:30 PM, Building Inspectors Forum 19th 1:30 PM, Regional Bicycle Task Force 20th 10:00 AM, Regional Council Transportation Subcommittee 20th 2:00 PM, Building Codes Committee 21st 1:30 PM, Human Services Technical Advisory Committee 26th 10:00 AM, Transportation Review Committee 27th 5:00 PM, Regional Council 28th 10:00 AM, Telecommunications Advisory Group 28th 1:30 PM, Homeless Continuum of Care Steering Committee	5th 10:00 AM, Intelligent Transportation Systems Committee 6th 12:00 PM, Management Committee 6th 1:30 PM, Standard Specifications and Details Committee 7th 9:00 AM, Safety Stakeholders Group 11th 1:30 PM, Street Committee 12th 10:00 AM, Elderly Mobility Stakeholders 13th 1:30 PM, Human Services System Design Workgroup 14th 10:00 AM, Transportation Review Committee 14th 1:30 PM, Air Quality Technical Advisory Committee 18th 8:00 AM, Federal Transit Administration Workshop 19th 10:00 AM, Regional Council Transportation Subcommittee 19th 10:00 AM, Population Technical Advisory Committee 19th 1:30 PM, Building Inspectors Forum 19th 1:30 PM, Pedestrian Working Group 20th 2:00 PM, Building Codes Committee 20th 5:00 PM, Regional Council 21st 10:00 AM, Telecommunications Advisory Group 21st 1:30 PM, Human Services Technical Advisory Committee 21st 3:30 PM, Transportation Fair and Open House at the Central Station Transit Center 27th 1:30 PM, Human Services Planning Subcommittee 28th 1:30 PM, Homeless Continuum of Care Steering Committee	3rd 10:00 AM, Intelligent Transportation Systems Committee 3rd 1:30 PM, Standard Specifications and Details Committee 9th 1:30 PM, Street Committee 10th 12:00 PM, Management Committee 11th 10:00 AM, Human Services Technical Advisory Committee 11th 1:30 PM, Air Quality Technical Advisory Committee 16th 10:00 AM, Population Technical Advisory Committee 16th 1:30 PM, Building Inspectors Forum 16th 1:30 PM, Bicycle Task Force 17th 10:00 AM, Regional Council Transportation Subcommittee 17th 2:00 PM, Building Codes Committee 18th 1:00 PM, Human Services Coordinating Committee 23rd 10:00 AM, Transportation Review Committee 24th 5:00 PM, Regional Council 25th 10:00 AM, Telecommunications Advisory Group 25th 1:30 PM, Homeless Continuum of Care Steering Committee
All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue. Parking is available under the building. Please ask for parking validation at the meeting. Bus fares may be reimbursed with a valid transfer. Bike racks are available at the entrance to the parking garage.		The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. Please call (602) 254-6300 for confirmation.



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